A Testotaller's Drinking Song. If it were not for the confession in this piece rhyme, the "total abstinence" men might well adopt it:-

Talk of the nector that flowed for celestials,
Richar in headaches it was than bilarity;
Well for us animals—frequently bestials—
Hobe destroyed the receipt, as a charity!
Once I could ampty my glass with the best

Somehow my system has suffered a shock Now I shun spirits, wine, beer, and the rest of Fill me-then fill me a bumper of chocolate!

Once I drank logwood, and quassia, and tur-Deptine—
Liquors with coculus, aloes, and gentian in;
Sure, it's no wonder my path became serpentine,
Getting a state, I should blush now to men-

tion, in!
Farewell to Burgundy, farewell to Sillery;
I have not tasted a drop e'en of Hock o' late;
Long live the kettle, my old distillery!
Fill me—oh, fill me a bumper of enocolate!

A Chapter of the History of the Bank of England.

An interesting story of the Bank of England is told in a book just published in London. under the title of "Secret Bank History in the City:"-

"There is no doubting that the assistance rendered to Mr. Peabody by the Bank of England in 1857 has been the cause of misunderstanding in banking and commercial circles, and of serious and ungenerous prejudice to the Bank of England; for, ever since the assistance ren-dered to Mr. Peabody, everybody has felt war-ranted in applying to the Bank of England for help, when help was needed; and, being ignorant of the terms exacted from Mr. Peabody, the Bank of England has been denounced, when insisting on adhesion to its rule of lending on securities which it approved, although the phi lanthropic American scrupulously complied with the rule. With the view of protecting the Bank of England from unjust aspersion in this matter, and of showing the terms on which it ends its money in a time of pressure, we shall trace the outline of that chapter in the Bank's history, with this word of preface, that our information has been derived directly from one of

the principals in the transaction.

"The revolution had done its work over the length and breadth of the United States; and one day, while walking to his office at the corner of Pine and Nassau streets, it occurred to Mr. Duncan, Sr., of the firm of Duncan, Sherman & Co. that peobably serious trouble would occur in Ladon and elsewhere as the consequence of that revulsion. Turning the matter over in his thoughts as he proceeded, the necessity for prompt action appeared so reasonable that on entering his office he called to his son, and asked the amount of available securities at the instant in hand. The reply was £300,000. By 12 o'clock the same day his son was steaming out of New York harbor in the Cunard steamer, with £300,000 securely packed in his pertmanteau. Arriving in due course in London, Mr. Duncan, Jr., and Mr. Peabody proceeded to the Bank of England, and a conversation of this kind ensued:-'I want to arrange for the assistance of the bank in case it should be necessary to protect the drafts of my New York correspondents.' Certainly, Mr. Peabody, whatever assistance you require shall be given with pleasure.' But I desire the control of a specific sum, which I am to send for if I need it.' We can only repeat, Mr. Peabody, that whatever assistance you require shall be given with pleasure.' 'You misunderstand me. I must know what I can trust in.' 'Well, what sum do you want, and for what period do you want it?' Mr. Peabody repeated that he wanted nothing; he merely desired a credit that he might or might not use at pleasure.

might not use at pleasure.
"Then, turning to Mr. Duncan, Jr., he asked the amount of the securities he had brought. 'We want £800,000; here are securities for £300,000; I shall at once furnish securities for the remainder.' 'Very good, Mr. Peabody; but if you will consider the matter, it is not in business form. If you want money you must take it, and take it for a period. We cannot tie our hands and leave yours untied. You must take £200,000 at least, and pay us for it. body demurred—took the £200,000, with the option of the other £600,000—and in a fortnight, after returning the £200,000, he withdrew the whole amount of the securities. And for the accommodation the bank charged the minimum rate on £200,000 torsix months. Such, concisely told, was the celebrated transaction with Pea-

body in 1857.

'In America it was thought, indeed is still thought, that the Bank of England drove a hard bargain with Mr. Peabody; that the £200,000 should not have been forced upon him; that the additional \$500 000 in securities should not have been received; and that interest for six month should not have been charged for money which was only held a fortnight. On the other hand, among ourselves it has been thought, and to some extent is still thought, that the Bank of England having helped America, it is morally bound to 'carry through' Englishmen; and that it is monstrous for Englishmen to be refused after what has been done for Mr. Peabody. The facts which have been adduced will, we hope, satisfy English grumblers; and that there are English grumblers should, we think, be satisfactory to our cousins across the water. Englishmen have positively been refused; Mr. Peabody was merely charged roundly by the Bank of England. The reception of the additional securities was obviously in terms of Mr. Peabody's proposition, and on the assumption that the turther sum of £500,000 would be asked. The securities secured this additional £500,000 to the order of Mr. Peabody; and though the Bank of England continued to hold the £500,000, it was precluded from lending it to other people."

How a Physician Became Converted to Homoopathy.

Dr. Guinness writes in the London Homesopathic Journal as follows:-

"I have been frequently asked, 'What induced you to practise homocopathy? It may, therefore, be interesting for me to state my reasons for having deserted the old system and embraced the new, for probably there never was a man more opposed to homocopathy than I was; but I have had ample opportunities of acquiring a knowledge of both systems, and so have been able to compare the two, and practise that which I believe to be the most successful, the least injurious, and the most agreeable mode of cure. Having passed my examination as a physician in 1836, I found myself shortly afterwards a candidate for the position of medical officer to a large dispensary near Dublin; to this post I was almost unanimously elected, and I held it for a period of just ten years. The annual number of patients attended by me in this institu-tion averaged between two thousand and three thousand, and the private practice connected

therewith was considerable.
"A few years after my appointment to this dispensary Or. Carl Luther appeared in Dublio, and startled us all with his homeopathic doctrines, and what was more, with his many wonderful cures. I well remember remarking to my old master, the late Sir Philip Crampton, Bart., How provoking it is that this quack Luther is getting such a name and such a practice here.' He replied, 'There is more in the system than you imagine, and if I were a young man I should study it.' Soon after this I met the present distinguished oculist, Sir W. Wylde, at Dr. Stokes' house, and I made a similar remark about Luther, when he replied. That he had seen much of the system, and some of the most virulent diseases treated at the Homosopathic Hospital in Vienna, and that he was obliged to confess that the treatment was most successful. This admission he has published in his work on

'Austria and its Institutions.' "About this time also a lady, a near relative of mine, had frequent attacks of gastric fever; our late Irish baronets, Sir P. Crampton and Sir H. Marsh, were her usual medical attendants; H. Marsh, were her usual medical attendants; leeches, blisters, mercury, etc., were the means used; her recovery was very tardy, and she was always much reduced. Her friends, during her last attack of gastric fever, advised her to try the new system; Carl Lather was sent for; he

good health ever since, and I need scarcely say has remained a staunch homocopath. "One of the sons of her brother, who was

then residing mear aLondon, was about this time attacked with croup during the night. The servant was hurriedly called up, and with-out getting instructions she was off for a medi-cal man who resided near at hand; the usual antiphiogratic remedies were proposed, and it was argued that if these active means were not resorted to without delay the child would die, The father replied that he was a believer in homocopathy, and the Doctor departed, when he at once sent for Doctor Curie. Doctor Curie remained the night with the child: by daylight he was out of danger, and recovered rapidly. The allopath sent his wife next day to know if the baby was alive !"

Marriage and Religious Intolerance in Sweden.

The refusal of the Swedish Legislature to legalize marriages between Swedes who were not members and communicants of the National Lutheran Church was recently announced. This Lutheran Church was recently announced. This decision (says the Pail Mail Gazette) was re-ceived with mingled shame and sorrow by the liberal section of the nation, and was regarded as a cruel denial of justice to an increasingly large number of their fellow-countrymen. By Swedish dissenters, especially the Baptists, whose "churches" are now numerous, it had been expected that the abolition of the House of Clergy and the inauguration of the new Constitution would be the signal for liberty in this matter. Eight years ago Dr. Steane and Mr. Hinton went to Sweden as a deputation from the Baptists of England, to try to obtain for their co-religionists from the then Government the concession of liberty to worship and marry ac-cording to their own rites. The demand was received in an evasive and temporizing manner, and nothing having been done in the first few years of the reign of the present king, the new Parliament was confidently looked to for libera-tion. But the old leaven of clerical intolerance was found to work strongly in the upper House.

The rejection of the measure has consequently driven the Baptists to set at defiance laws which would keep them in celibacy or force them into exile or a demoralizing hypocrisy. A newspaper of the province of Nerike describes the opening celebration at Orebro of a Baptist marriage. The ceremony commenced with singing, prayer, and Bible reading. Then followed an address, setting forth the disappointment at the decision of the Legislature, and that, as the New Testament had prescribed no particular ceremony of mar-riage, this union in the presence of the church had been resolved on. The bride and bride-groom then came forward, and the bridegroom declared that, "in the presence of God and that of his church, he took his sister in the faith for his true wile, to be faithful to her by God's help, and to love her in life and death." The bride on her part then made a similar avowal, and further religious exercises and a wedding feast followed.

The Decay of the Cherokees.

From the Moravian we gather the fallowing interesting items about the Cherokee Indians;-"The tribe numbers 14,000. The females outnumber the males more than 1800. Ten years ago the tribe numbered 25,000, but the ravages of war, the exposure of the refugees in northern climates when they were driven out from their homes during the Rebellion, and other causes, have operated to produce this wonderful diminution of numbers. The Cherokees now own in fee simple about 4,000,000 acres of land, and the United Stales Government holds in trust for them \$1,000,000. The Cherokees are the most enlightened tribe of Indians in the West. They have made most commendable progress in civilization. Many of them are finely educated, and are men of culture and refinement. Before the war they had a number of good schools and academies, and the children of the more intelligent and wealthy were educated in Eastern col-leges. They have a legislative form of government, with a Senate and House of Assembly; a Governor and head chief, elected by the people Courts and justice officers. Their country is divided into different counties. They held slaves; but, in our Western provincialism, that is 'played out.' Their former slaves are now treated with consideration and respect, and will soon become the principal men of the tribe, as they are industrious, and seem to have a greater desire to accumulate property than the native Indians. In proportion to their numbers, the Cherokees previous to the war were the wealthiest people on the face of the globe. They owned immense herds of cattle, horses, and Large shipments of cattle were annually hogs. made by them to New Orleans and other mar-kets. One man owned 20,000 head of cattle, kets. another 15,000. There were many that owned 10.000, 3000, 2000, 1000, and 500 head of cattle

A Curious Will Case. A recent number of the Pall Mall Gazette con-tains the following:—"In the Court of Propate the cause of Brundrett and another against French and another came before Sir J. P. Wilde and a special jury. The object of the suit was to establish the validity of the will and codicil, dated respectively 1856 and 1865, of Mr. Richard Thompson, late of Stainsby Hall, Wrexham, who died in the course of last year. The instru-ments were propounded by the plaintiffs, Roman Catholic clergymen, as executors, and probate of the codicil was resisted by the defendants, Lady French, the daughter of the deceased, and her husband, on the ground of undue execution. The testator was a Romau Catholic gentleman, of considerable property, the real estate being valued at £200,000, and both by the will and codicil he left large bequests for charitable and other purposes connected with the Church. Two boys, whose names appeared in the instrument as attesting witnesses, positively swore that they saw the deceased execute it. On the other hand, Mr. Chabot, an expert, who was called on the 'other side,' expressed it as his opinion that the codicil and signature of the testator were all written at the same time. The jury found that the will and codicil had been duly executed, and the court pronounced for both instruments."

The Plague in Asia Minor. The latest news from the East, says the Lancet, would lead to the conclusion that the pestilen-tial disease which has recently prevailed most tatally among the Arab tribes in the marshes of Hindee (Lake Hindijeh?), south of Kerbela, in the valley of the Euphrates, is veritable plague. The disease is described as commencing with symptoms of high fever. There is intense thirst; delirium quickly supervenes; the eyes are bloodshot; the tongue covered with a white fur; the parotid, axillary, and inguinal glauds swell; carbuncles appear in various parts of the body; and petechise accompany or follow their mani festations. During the past winter and spring the district in which the outbreak has occurred was subjected to extensive floods, and the tribes were exposed to great suffering and privation. At the first it was hoped that the malady was a malignant remittent, but the symptoms described indicate true plague.

The Earth Eaten by People of Borneo. The London Chemical News gives the composition of the clay which is eaten so extensively by the natives of Bornso. It states that some years ago the manager of the Orange-Nassau colliery, near Zandjermassin, in the Island of Borneo, found that many of his workpeople (natives) consumed large quantities of a kind of clay; a sample of this material was forwarded to Batavia for analysis, and the following is the result in 100 parts:-

Pictoal resin (organic matter volatile at red heat)., 15%

-Admiral Tegethoff and the Austrian delegation to recover the remains of Maximilian left Baltimore Wednesday for Cincinnati, where

they will take a steamer for New Orleans, whence an Austrian ship-of-war will take them to Mexico. the new system; Carl Lutter was sent for the brought her through it in less than half the time the barenets took; and what is more, she never had another attack, and this must be twenty-three years ago. She has enjoyed very twenty-three years ago. She has enjoyed very twenty-three years ago.

RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD SUMMER TIME, TAKING REFECT JUNE 2, 1887, The trains of the Pennsylvania Central Railroad leave the Dopot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars of the Market Street Passenger Railway. Those of the Chesnut and Walnut Streets Railway run within one square of it. on and wants berees Ranway run within one square of it.

On Sundays—The Market Street cars leave Front and Market Streets thirty-five inhutes before the departure of each train.

Steeping Car Tickets can be had on application at the Ticket office, K. W. cor. Ninth and Cheanut streets. Agents of the Union Transier Company will call for and deliver baggage at the Depot. Orders left at No. 901 Cheanut street, or No. 1 Scuth Eleventh street, will receive attention.

Paoli Accommodation, No. 1..... Fast Line and Erie Express...... Paul Accommodation, No. 3.

Thindelphia Express leaves daily. All other trains daily, except Sanday.

The Western Accommodation Train suns daily, except Sanday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, Agent, No. 187 DOCK Street.

TRAINS ARRIVE AT DEPOT, VIZ: Paoli Accommodation, No. L.

JOHN C. ALLEN, Ticket Agent,
No. 201 CHESNUT Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot,
The Pennsylvania Railroad Company will not assume any risk for Heagage, except for Wearing Apparel, and limit their responsibility to One Hundred Lollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

EDWARD C.

EDWARD H. WILLIAMS, General Superintendent, Altoona, Pa

lorence, At 5 and 10 A. M., 4, 4, 5, 6, and 11:30 P. M., for Edgeater, Riverside, Riverton, and Paimyra, At 5 and 19 A. M., L. 4, 8, and 11:80 P. M., for Fish The 1 and 11:30 P. M. Lines leave from Market Ferry, upper side. LINES FROM KENSINGTON DEPOT

Will leave as follows.—
At II A. M., 4'30 P. M., and 12 P. M. (night), via Kensington and Jersey City, New York Express Lines, Fare, \$3.

At 8, 10 15 and 11 A. M., 2 30, 3 30, 4 30, 5, and 12 P. M., for Trenten and Bristol.

At 8 and 10 15 A. M., 2 30, 5, and 12 P. M., for Morrisville and Tullytown.

At 8 and 10 15 A. M., 2 30, 4 30, 5. and 12 P. M., for Schencks.

At 8 and 10 15 A. M., 2 30, 4 30, 5. and 12 P. M., for Schencks.
At 10 15 A. M., 2 30 and 5 P. M., for Eddington.
At 17 30 and 10 15 A. M., 2 30, 4, 5, 6, and 12 P. M., for Cornwell's, Torresdale, Hoimesburg, Tacony, Wissi noming, Bridesburg, and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.
BELVIDERE DELAWARE BALLROAD LINES,
From Kensington Depot,
At 8 A. M. for Niagara Falls, Buffalo, Dunkirk,
Canandaigus, Elmira, Ithaca, Owego, Rochester,
Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, etc. etc. etc. etc.
At 8 A. M. and 330 P. M. for Belvidere, Easton,
Lambertville, Flemington, etc.
The 330 P. M. Line connects direct with the Train
leaving Easton for Mauch Chunk, Allentown, Bethlehem. etc. At 5 P. M. for Lambertville and intermediate Stations.

Lines from West Philadelphia Depot, via Connecting Railway, will leave as follows:—
At 1°50 A. M., and 1°30 and 6°30 P. M. Washington and New York Express Lines, via Jersey City, Fare, §3 25. The 1°30 A. M. and 6°30 P. M. Lines will run daily. All others, Sundays excepted.

July 15, 1867. WM. H. GATZMER, Agent.

FOR CAPE MAY BY RAILROAD, FROM foot of MARKET Street (Upper Ferry).
Commencing SATURDAY, July 13, 1867,
9-66 A. M. Morning Mail. Due 12-25 P. M.

9.00 A. M. Morning Mail. Due 12:25 P. M.
8.00 P.M. Cape May, Passenger. Due 7:18 P. M.
4.00 P. M. Express. Due 7:05 P. M.
RETURNING TRAINS LEAVE CAPE ISLAND.
6.40 A. M. Fast Express. Due 12:07 P. M.
5.00 P. M. Cape May Express. Due 5:25 P. M.
The SUNDAY MAIL and PASSENGER TRAIN
leaves Philadelphia at 7:00 A. M., returning leaves
Cape Island at 5:00 P. M.
Commutation tickets, good for ONE, THREE, or
TWELVE months, can be procured at the Office of
the Company, Camden, N. J.
Through tickets can be procured at No. 828 Chesnut
street (under the Continental Hotel), Persona
purchasing tickets at this office can have their paggage checked at their residences.

ge checked at their residences. WEST JERSEY RAILROAD LINES. WEST JERSEY RAIL-ROAD LINES, from foot of MARKET Street (Upper Ferry), Commencing SATURDAY, July 13, 1897, 8500 A. M. Morning Mail, for Bridgeton, Salem. Multille, Vineland, and intermediate stations. 9500 A. M. Cape May Morning Mail. 850 P. M. Cape May Accommodation. 850 P. M. Bridgeton and Salem Passenger, 450 P. M. Cape May Express. 6500 P. M. Woodbury Accommodation. Cape May Freight leaves Camden at 950 A. M. West Jersey Freight Train leaves Camden at 12 M. 100001).

(noon).

Freight will be received at Second Covered Wharf below Walnut street, from 7 00 A. M. until 5 00 P. M. Freight received before 9 00 A. M. will go forward the day, ight Delivery, No. 228 S. DELAWARE Avenue WILLIAM J. SEWELL, Superintendent,

PHILADELPHIA, GERMANTOWN, ANI

NORRISTOWN RAILROAD,

TIME TABLE,
On and after Wednesday, May 1, 1867.
FOR GERMANTOWN.
Leave Philadelphia 6, 7, 8, 905, 10, 11, 12 A. M., 1, 13a, 33a, 4, 8, 55a, 6 10, 7, 8, 9, 10, 11, 12 P. M.
Leave Germantown 6, 7, 75a, 8, 20, 9, 10, 11, 12 A. M., 1, 23, 4, 43, 6, 05a, 7, 8, 9, 10, 11 P. M.
The \$20 blown Train and 35, and 52 Up Trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia 95 A. M. 2, 7, 10% P. M.
Leave Germantown 85 A. M. 1, 6, 9% P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia 6, 8, 10, 12 A. M. 2, 3%, 5%, 7, 9 and 11 P. M.
Leave Chesnut Hill 710, 8, 850, and 1140 A. M. 140
340, 540, 640, 850, and 1040 P. M.
Leave Chesnut Hill 750 A. M. 2 and 7 P. M.
Leave Chesnut Hill 750 A. M. 1240, 540, and 928
P. M.
Leave Chesnut Hill 750 A. M. 1240, 540, and 928
P. M.
LONSHOHOCKEN AND NORRISTOWN

Leave Chesnus Hill 750 A. M. 1240, 540, and 928
P.M.
FOR CONSHOHOCKEN AND NORRISTOWN,
Leave Philadelphia 6, 7%, 9, and 1165 A. M. 136, 8,
45, 55, 65, 806, 806 15; P. M.
Leave Norristown 540, 7, 750, 9, and 11 A. M. 136, 8,
45, 63, and 85 P. M.
UN BUNDAYS,
Leave Philadelphia 9 A. M., 230 and 718 P. M.
Leave Norristown 7 A. M., 530 and 9 P. M.
Leave Philadelphia 6, 7%, 9, and 1106 A. M. 136, 8,
45, 65, 65, 806, 95, and 119; P. M.
Leave Philadelphia 6, 7%, 9, and 1106 A. M. 136, 8,
36, 5, 63, 9, and 105 P. M.
ON BUNDAYS,
Leave Philadelphia 6, 7%, 20, 9%, and 11% A. M. 2
36, 5, 63, 9, and 105 P. M.
Leave Philadelphia 74, A. M. 5 and 95 P. M.
Leave Philadelphia 9 A. M. 25 and 7% P. M.
Leave Philadelphia 9, A. M. 5 and 95 P. M.
W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

SHORTEST ROUTE TO THE SEA-SHORE!

CAMDEN AND ATLANTIC RAILROAD,

THROUGH IN TWO HOURS,

Five Trains daily to Atlantic City, and one on Sun-

day. On and after SATURDAY, June 29, 1867, trains will leave VINE Street Ferry, as follows:— Special Excursion.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD .-

NORTH PENNSYLVANIA RAILROAD.—
THE MIDDLE BOUTE.—Shortest and most direct route to Betblehem, Allestown, Mauca Chunk, Hazelton, White Haven, Wilkesbarre, Mahanoy City, Mount Carmel, and all points in the Lelligh, Mahanoy, and Wyoming coal regions.

Passenger Lejot in Philadelphia, N. W. corner of BERES and AMERICAN Streets.

SUMMER ARRANGEMENT.

NINE DAILY TRAINS.

On and after WEDNESDAY, May 8, 1887, Passenger trains leave the New Depot, corner Beres and American streets, daily (sundays excepted), as follows:—
At 7-35 A. M.—Morning Express for Bethlehem and Principal Stations on North Pennsylvania Railroad, connecting at Bethlehem with Lebigh Valley Railroad for Allentown, Catasauqua, Slatington, Manch Chunk, Weatherly, Jeansylle, Hazelton, white Haven, Wilkesbarre, Kingston, Phiston, and all points in Lebigh and Wyoming valleys, also, in connection with Lebigh and Mahanoy Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, and with Catawissa Railroad, for Mahanoy City, and with Catawissa Railroad, for Rapart, Danville, Milton, and Williamsport, Arrive at Mahanot Chunk at 12-35 A. M.; at Wilkesbarre at 2 P. M.; at Mahanoy City at 2 P. M. Passengers by this train can take the Lehigh Valley train, passing Betblehen at 11-55 P. M., for Easton, and points on New Jersey Central Railroad to New York.

At 8-46 A. M.—Accommodation for Doylestown, stop-

York.

At 8-46 A. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Grove, Hatboro, and Hartaville, by this train, take the stage at Old York road.

At 10-15 A. M.—Accommodation for Fort Washington, stopping at intermediate stations.

At 13 F. Al.—Express for Belnishem, Allentown Mauch Chunk, White Haven, Wikesbarre, Mahanoy City, Centralia, Shenandoah, Mount Carmel, and all points in the Mahanoy and Wyoming Coal regions. Passengers for Greenville take this train to Quakertown. At 2.45 P. M.-Accommodation for Doylestown,

stopping at all intermediate stations. Passengers take stage at Doylestown for New Hope; at North Wales for sumpersown, stage at Doylestown for New Hope; at North Wales for Sumneytown.

At 4 P. M.—Accommodation for Doylestown, stopping at all intermediate stations. Passengers for Willow Strove, Hatboro, and Harisville, take stage at Abings or: for Lumberville at Doylestown.

At 5 26 P. M.—Through accommodation for Bethlehem and all stations on main line of North Pennsylvania Railroad, connecting at Bethlehem with Lehigh Valley Evening train for Easton, Allentown, and Mauch Chunk.

At 6 20 P. M.—Accommodation for Lansdale, stopping at all intermediate stations.

At 11 38 P. M.—Accommodation for Fort Washington.

Ington.
TRAINS ARRIVE IN PHILADELPHIA. TRAINS ARRIVE IN PHILADELPHIA.
From Bethlehem, at 918 A. M., 205 and 849 P. M.
205 P. M. train makes direct connection with Lebigh
Valley trains from Easton, Wilkesbarre, Mahanoy
City, and Hazleton. Passengers leaving Easton at
11:20 A. M. arrive in Philadelphia at 2:05 P. M.
Passengers leave Wilkesbarre at 1:30 P. M., connect
at Bethlehem at 6:15 P. M., and arrive in Philadelphis

at 8:40 P. M.
From Doylestown at 8:25 A. M., 5:10 P. M., and
7:40 P. M.
From Lausdale at 7:30 A. M.
From Lausdale at 7:30 A. M.
From Fort Washington at 11:50 A. M. and 3:05 P. M.
ON SUNDAYS.
Philadelphia for Bethlehem at 9:30 A. M.
Philadelphia for Doylestown at 2:45 P. M.
Doylestown to Philadelphia at 7:20 A. M.
Bethlehem at 9:10 P. M.

Doylestown to Philadelphia at 720 A. M.
Bethlehem to Philadelphia at 4780 P. M.
Fifth and Sixth Streets Passenger cars convey passengers to and from the new depot.
White cars of Second and Third Streets line and Union line run within a short distance of the Depot.
Tickets must be procured at the Ticket Office in order to secure the lowest rates of fare.

ELLIS CLARK, Agent.
Tickets sold and Baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office,

No. 105 S. FIFTH Street.

W EST CHESTER AND PHILADELPHIA

W RAILROAD, VIA MEDIA.
SUMMER ARRANGEMENT,
On and after MONDAY, June 24, 1867, Trains will
leave Depot, THIRTY-FIRST and CHESNUT Streets,
West Philadelphia, as follows:— West Philadelphia, as follows:— Leave Philadelphia for West Chester, at 7:15 A. M., 11 A. M., 2:30 P. M., 4:15 P. M., 4:50 P. M., 7:00 P. M., and 11 A. M., 2'30 P. M., 4'15 P. M., 4'50 P. M., 7'00 P. M., and 10'30 P. M.

Leave West Chester for Philadelphia, from Depot on East Market street, at 6'16 A. M., 7'15 A. M., 7'30 and 10'45 A. M., 1'55 P. M., 4'50 and 6'50 P. M.

Trains leaving West Chester at 7'30 A. M., and leaving Philadelphia at 4'50 P. M., will stop at B. C. Junction and Media only.

Passengers to or from stations between West Chester and B. C. Junction going east, will take train leaving West Chester at 7'15 A. M., and going west will take train leaving Philadelphia at 4'50 P. M., and transfer at B. C. Junction.

Leave Philadelphia for Media at 5'30 P. M.

Leave Media for Philadelphia at 6'40 P. M.

Stopping at all stations.

Leave Media for Philadelphila to 40 ft. M.
Stopping at all stations.
The Market Street cars will be in waiting, as usual, at Thirty-first and Market streets, on the arrival of each train, to convey passengers into the city; and for lines leaving the Depot take the cars on Market street, the last car connecting with each train leaving Front and Market streets thirty minutes previous to der arture.

Front and Market streets thirty minutes previous to der arture.

The Chesnut and Walnut Street cars connect with all of the above trains, carrying passengers down chesnut street, past the principal notels and the Camden and Anaboy RR. office, at Walnut street wharf, passing out Walnut street to the depot.

Leave Philadelphia at 840 A. M. and 2 P. M.
Leave West Chester at 745 A. M. and 5 P. M.
The cars on Market street will connect with all Sunday trains, both ways, as usual, leaving Front and Market streets thirty-five minutes before the train leaves Depot, and will leave Depot on arrival of each train, to carry passengers into the city.

Trains leaving Philadelphia at 715 A. M. and 450 P. M., and leaving West Chester at 720 A. M., and 450 P. Trains leaving Philadelphia at 7:15 A. M. and 4:50 P. M., and leaving West Chester at 7:30 A. M. and 4:50 P. M., connect at B. C. Junction with trains on P. and B. C. R. R., for Oxford and intermediate points.

Passengers are allowed to take wearing appares only, as baggage, and the Company will not in any case be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same.

HENRY WOOD,

4 153 General Superintendent.

DHILADELPHIA AND ERIE RAILROAD .-

SUMMER TIME TABLE,
Through and direct route between Philadelphia,
Baltimore, Harrisburg, Williamsport, and the Great
Oil Region of Fennsylvania.
ELEGANT SLEEPING CARS on all Night Trains,
On and after MONDAY, April 29, 1867, the trains on
the Philadelphia and Eric Railroad will run as
follows:—

the Philadelphia and Erie Rairos follows:

Mail Train leaves Philadelphia.

"leaves Williamsport.
"arrives at Erie.
Erie Express leaves Philadelphia.
"leaves Williamsport.
"arrives at Erie.
Elmira Mail leaves Philadelphia.
"leaves Williamsport.
"leaves Williamsport.
"leaves Williamsport.
"arrives at lock Haven.
Mail Train leaves Erie.
"arrives at Philadelphia.
"arrives at Philadelphia.
Erie Express leaves Erie.

DHILADELPHIA AND BALTIMORE CEN
TRAL RAILROAD.—Summer Arrangementa,
On and atter SATURDAY, June 1, 1867, Trains will
leave Philadelphia, from the Depot of the West
Chester and Philadelphia Railroad, corner of
THIRTY-FIRST and OHESN UT Streets (West Philadelphia), at 7:15 A. M. and 45s P M.

Leave Rising Sun at 5:15 and Oxford at 6:05 A. M.,
and leave Oxford at 3:25 P. M.

A Market Train, with Passenger Car attached, will
run on Tuesdays and Fridays, leaving the Rising Sun
at 1:15 A. M., Oxford at 12:06 M., and Rennett at 1:06
P. M., connecting at West Chester Junction with a
Train for Philadelphia. On Wednesdays and Saturdays trains leave Philadelphia at 2:30 P. M., run
ing through to Oxford.

The Train leaving Philadelphia at 7:15 A. M. connects at Oxford with a daily line of Stages for Peach
Bottom, in Lancaster county. Returning, leaves
Peach Bottom to connect at Oxford with the Afternoon Train for Philadelphia.

The Train leaving Philadelphia at 4:50 P. M. runs to
Rising Sun. Md.

Passengers allowed to take wearing apparel only,
as baggage, and the Company will not in any case be
responsible for an amount exceeding one hundred
dollars, unless a special contract be made for the same,
5:112

A NNAMESSIC SHORT LINE THILADELPHIA AND BALTIMORE CEN

ANNAMESSIC SHORT LINE AND United States Mail Route to the South and Southwest.

On and after JULY 8, trains will leave Depot Philadelphia, Wilmington, and Baltimore Ballroad, BROAD Bireet and WASHINGTON Avenue, at 11 P. M., connecting closely with Express trains for the principal cities South, Including Wilmington, N. C., Goldsboro, Newbern, Charleston, Savannah, Raleigh, Charlotte, Newbern, Charleston, Savandan, Rasegn, Charlotte, Columbia, Macon, Augusta, Montgomery, Mobile, New Orleans, and intermediate points.

For telests and information inquire at Offices, Nos. 411 and 828 CHESNUT Street, or at Depot, BROAD Street and WASHINGTON Avenne. 7113m

H. V. TOMPKINS, General Agent, Norfolk, Va.
C. I. TROWBRIDGE, General Passenger Agent.

WEST JERSEY RAILROAD. BUNDAY MAIL TRAIN FOR CAPE MAY.
Commencing SUNDAY, Jude 23, 1867, the SUNDAY
MAIL AND PASSENGER TRAIN will leave Philiadelphils, foot of Market street (upper ferry), at 7 A. M.
Returning leave Cape Island at 8 P. M., stopping at
principal Stations only.
Fare, 8560, Excursion Tickets, \$4.00, Good this day
and train only. RAILROAD LINES,

READING RAIL ROAD
GREAT THUNK LINE
PROM PHILADELPHIA TO THE INTERIOR OF
PENNSYLVANIA, THE SCHUYLKILL, SUS
QUEHANNA, CUMBERIAND, AND WYOMING
VALLEYS, THE NORTH, KORTHWEST, AND
THE CANADAS
SUMMER ARRANGEMENT OF PASSENGER
TRAINS, May 6, 1867,
Leaving the Company's Depot, at THIRTEENTH
and CALLOWHILL Streets. Philadelphia, at the following hours:—

Leaving the Company's Depot, at THIRTRENTH and Callow Hill, streets Philadelphia, at the following hours—
MORNING ACCOMMODATION,
At 7:30 A. M., for Reading and intermediate Stationa Returning, leaves Reading at 5:30 P. M., arriving in Philadelphia at 5:10 P. M.

MORNING EXPRESS,
At 8:15 A. M., for Reading, Lebanon, Harrisburg, Pottaville, Pinegrove, Tamagua, Sunbury, Williamsport, Elimira, Rochester, Ningara Falls, Buffalo, Allentown, Wilkesbarre, Piteston, York, Carlisle, Chambersburg, Hagerstown, etc. etc.
This train connects at READING with East Pennsylvania Railrond trains for Allentown, etc., at PORT CLINTON with Catawissa Railrond trains for Williamsburg, Lock Haven, Elimira, etc., at HARRIS-BURG with Northern Central Cumberland Valley and Schuylkili and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS

and Schuyikili and Susquehanna ffains for Northumberland, Williamsport, York, Chambersburg, Pine grove, etc.

AFTERNOON EXPRESS

Leaves Philadelphia at 3:30 P. M., for Reading Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad Iralus for Columbia, etc.

POTTSTOWN ACCOMMODATION

Leaves Pottstown at 6:30 A. M., stopping at Intermediate Stations; arrives in Philadelphia at 5:40 A. M., Returning, leaves Philadelphia at 6:30 P. M.; arrives in Pottstown at 5:45 P. M.

READING ACCOMMODATION

Leaves Reading at 7:30 A. M., stopping at all way stations, arriving at Philadelphia at 10:15 A. M.

Returning, leaves Philadelphia at 10:15 A. M., arrives of Reading at 7:50 P. M., arriving of Philadelphia at 5:00 P. M.; arrives of Reading at 7:50 P. M.

Trains for Philadelphia leave Harrisburg at 8:10 A. M., and Pottsville at 8:45 P. M., arriving in Philadelphia at 1:00 P. M., Pottsville at 2:45 P. M., arriving in Philadelphia at 5:45 P. M.

HARRISBURG ACCOMMODATION

Leaves Reading at 7:15 A. M., and Harrisburg at 4:10 P. M. Connecting at Reading with Alternoon Accommodation south at 8:30 P. M., arriving in Philadelphia at 5:10 P. M.

Market train, with passenger car attached, leaves Philadelphia at 2:245 noon for Pottsville and all way stations. Leaves Pottsvilleat 7:06 A. M., for Philadelphia and all way stations. Leaves Pottsvilleat 7:06 A. M., and Philadelphia at 3:17 F. M. Leave Philadelphia for Reading at 8:00 A. M., returning from Reading at 4:26 P. M.

CHESTER VALLEY RAILEOAD.

CHESTER VALLEY RAILROAD,

P. M. CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 739 A. M., and 500 P. M., trains from Philadelphia, returning from Downingtown at 610 A. M. and 100 P. M.

NEW YORK EXPRESS FOR PITTSBURG AND Leaves New York at 9 A. M., and 5 and 8 P. M. passing Reading at 130 A. M. and 150 and 1906 P. M., and connecting at Harrisburg with Penesylvania and Northern Central Railroad express trains for Pittsburg, Chicago, Williamsport, Elmira, Ballimore, etc. Returning, express train leaves Harrisburg on arrival of the Pennsylvania express from Pittsburg, at and 1030 A. M., and 420 and 115 P. M., and arriving in New York at 1010 A. M., and 440 and 520 P. M. Sieepingicars accompany these trains through between Jersey City and Pittsburg, without change.

A mail train for New York leaves Harrisburg at 216 P. M., Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILBOAD.

Trains leave Pottsville at 7 and 1130 A. M., and 712 P. M., returning from Tamaqua at 735 A. M. and 196 and 415 P. M.

St. HUYLEILL AND SUSQUEHANNA RAILROAD

Trains leave Auburn at 750 A. M., for Pinegrove and Harrisburg, and 150 P. M. for Pinegrove and Tremont, returning from Harrisburg at 320 P. M., and from Tremont at 735 A. M. and 825 P. M.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Interprediate stations, good for one day with a stail in the principal points in the North and West and Interprediate stations.

all the principal points in the North and West and Canada.

Excursion tickets from Philadelphia to Reading and Intermediate stations, good for one day only, are sold by Morning Accommodation, Market train, Reading and Potistown Accommodation trains, at reduced rates. Excursion tickets to Philadelphia, good only for one day, are sold at Reading and intermediate stations, by Reading and Potistown Accommodation trains, at reduced rates.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLIS, General Superintendent, Reading:—
COMMUTATION TICKETS

At 25 per cent, discount, between any points desired for families and firms.

Good for 2000 miles between all points, \$52.50 each for iamilies and firms.

For three, six, nine, or twelve months, for holders only, to all points, at reduced rates.

CLEEGYMEN

Residing on the line of the road will be furnished cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for

cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS

From Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fare, to be had only at the Ticket Office, at THIRTEENTH and CALLOWHILL Streets.

FREIGHT,

Goods of all descriptions forwarded to all the above points from the Company's Freight Depot, BROAD and WILLOW Streets.

FREIGHT TRAINS

Leave Philadelphia daily at 520 A. M., 1245 noon, and 6 P. M., for Reading, Lebanon, Harrisburg, Potts-ville, Port Clinton, and all points forward.

Close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 215 P. M.

DHILADELPHIA, WILMINGTON AND BAL-

PHILADELPHIA, WILMINGTON AND BALTIMORE RAILROAD.
TIME TABLE.
Commencing MONDAY, July 8, 1887, Trains will
leave Deput, coraer BROAD Street and WASHINGTON Avenue, as follows:—
Way Mail Train at 830 A. M. (Sundays excepted)
for Battimore, stopping at all regular stations. Connecting with Delaware Railroad at Wilmington for
Crisfield and intermediate stations.
Express Train at 1130 A. M. (Sundays excepted) for
Battimore and Washington.
Express Train at 87.0 P. M. (Sundays excepted) for
Battimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newbort, Stanton, Newark, Elkton, Northeast, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolla, Chase's, and Stemmer's Rus.
Night Express at 11'09 P. M. (daily) for Battimore and
Washington. Connects at Wilmington (Saturdays
excepted) with Delaware Railroad Line, Stopping at
Newcastle, Middletown, Clayton, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with Boat for Fortress Monroe, Norfolk, Portsacuth, and the South.

Passengers for Fortress Monroe and No-folk via
Baltimore will take the 11'50 A. M. Train.
Wilmington.

Leave Philadelphia at 12'80, 2'00, 4'20, 8'30, and 11'30.

Stopping at all Stations between Philadelphia and Wilmington.

Leave Philadelphia at 12'30, 2'00, 4'30, 5'00, and 11'39 (daily) P. M. The 4'30 P. M. Train connects with Delaware Railroad for Milford and intermediate stations. The 6'00 P. M. Train runs, to New Castle.

Leave Wilmington 8'30, 7'15 and 8 A. M., 4'00 and 6'30 (daily) P. M. The 7'15 A. M., Train will not stop at stations between Chester and Philadelphia, FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore 7'25 A. M., Way Mail, 9'35 A. M., Express, 2'15 P. M., Express, 6'35 P. M., Express S'85 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 3'35 P. M., stopping at Havre de-Grace, Persyvilie, and Wilmington. Also stops at Northeast, Elkton, and Newark to take passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore, and at Chester to leave passengers from Washington or Baltimore.

Through Tickets to all points West, South, and Southwest, may be procured at the Ticket Office, No. 5'25 CHESNUT Street, under the Continental Hotel, Persons purchasing tickets at this office can nave their baggage checkedi at their residence by the Union Transfer Company.

4 by H. F. KENNEY, Superintendent,

TO PERSONS GOING OUT OF TOWN.

CALL AT SMITH'S, NO. 228 CHESNUT STREET And supply yourselves with

STATIONERY PORTFOLIOS, TOUBISTS' WRITING DESKS. DRESSING CASES, CHESSEN.

CHECKER BOARDS, ETC. All kinds of Blank Books, Printing, Stationery Pocket Books, Pocket Cutlery, etc etc., at very greatly reduced prices.

FITLER, WEAVER & CO. MANUFACTURERS OF Manilla and Tarred Cordage, Cords Twines, Etc. FIG. 25 North WATER Street, and No. 22 North DELAWARE Avenue, PHILADELPHIA. EDWIS H. FITLER, MICHAEL WEAVER. CONNAD F CLOTHIES. 2 14

COTTON AND FLAX,
SAIL DUCK AND CANVAS,
Of all numbers and brands
of all numbers
of No. 103 JONES Alley.

SHIPPING

THE STEAMSHIP "CITY OF washington," of the Isman Line, will sail from Pier 45, North River, at Noon, on WEDNESDAY, AUGUST 14. For Liverpool, calling at Queenstown.
Rates of Passage—First Capin, \$110: Steerage, \$38—Currency.

JOHN G. DALE, Agent, No an CHESNUT Street, Phila. STEAM TO LIVERPOOL-CALL.

To Paris 125 To Paris 156
Passage by the Wednesday Steamers:—First Cabin file, Steerage, \$30, Payable in U. S. Currency.
Passengers also forwarded to Havre, Hamburg, Bremen, etc., at moderate rates.
Steerage passage from Liverpool or Queenstown \$60 currency. Tickets can be bought here by persons sending for their riends.
For further information apply at the Company's office.
No. 15 BROADWAY, N. Y.,
8 7 \$ or No. 411 CHESNUT St., Philadelphia.

PASSAGE TO AND FROM
GREAT BRITAIN AND IRELAND
BY STEAMSHIP AND SAILING PACKET,
AT REDUCED RATES.
DRAFTS AVAILABLE THROUGHOUT ENGLAND
IRELAND, SCOTLAND, AND WALES.
For particulars apply to
TAPSCOTTIS, BROTHERS & CO.,
No. 36 SOUTH Street, and No. 28 BROADWAY,
11 Or to THOS. T. SEARLE, No. 217 WALNUT

PHILADELPHIA RICHMOND
AND NORFOLK STEAMSHIP LINE.
THROUGH AIR LINE TO THE SOUTH
AND WEST.
THROUGH RECEIPTS TO NEWBERN.
Also, all points in North and South Carolina, via
Seaboard and Roanoke Railroad, and to Lynchburg.
Va., Tennessee, and the West, via Norfolk, Peters
burg, South-Side Railroad, and Richmond and Damville Railroad.
The regularity, safety, and cheapness of this route
commend it to the public as the most desirable medium for carrying every description of freight.
No charge for commission, drayage, or any expense
of transfer.
Steamships insure at lowest rates, and leave regularly from first whart above Market street.
Freight received daily.

No. 14 North and South Wharves.
W. P. PORTER, Agent at Richmond and City
Point.
T. P. UROWELL & CO. Agents at Norfolk.
61

Point.
T. P. UROWELL & CO. Agents at Norfolk. 61

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LINE, FOR NEW ORLEANS, LA. JUNIATA, 1215 tons, Captain J. F. Morse, TIOGA, 1075 tons, Captain J. F. Morse, STAR OF THE UNION, (1078 tons,) Captain T. H. The STAR OF THE UNION will leave for New Orleans on SATURDAY, August 2(th, from Pier No. 18 (second wharlock - Spruce street).

The TIOGA will leave New Orleans for this portangust 17. August 17.

Through bills of lading signed for freight to Mobile,
Galveston, Natchez, Vicksburg, Memphis, Nashville,
WILLIAM L. JAMES, General Agent,
4 14)

No. 314 S. Delaware avenue,
Agents at New Orleans, Creevy, Nickerson & Oo.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMFARY'S REGULAR LINE
FOR SAVANNAH, GA.
TONAWANDA, 500 tons, Captain Wm. Jennings.
WYOMING, 550 tons, Captain Jacob Teal,
The steamship WYOMING will leave for the above port on Saturday, August 10, at 8 o'clock A. M., from second wharf below Spruce street.
Through passage tickete soid and treight taken for all points in connection with the Georgia Central Railroad. WILLIAM L. JAMES, General Agent,
No. 314 S. Delaware avenue.
Agents at Savannah, Hunter & Gammell.

THE PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COM-PANY'S REGULAR SEMI-MONTHLY LINE FOR WILMINGTON, N. C.

The steamship PIONEER, 512 tons. Captain J. Bennett, will leave for the above port on THURSDAY, August 15, at so clock A. M., from Pier 18 (second wharf below sorpce street).

August 16, at 80 clock A. M., from Fier 15 (second what below sorpice street).

Bilis o liading signed at through and reduced rates to all principal points in North Carolina.

Agents at William L. James, General Agent,

WILLIAM L. James, General Agent,

No. 314 S. Delaware avenue.

HAVANA STEAMERS. CARRYING THE UNITED STATES MAIL

NEW EXPRESS LINE TO Alexandria, Georgetown, and Washington, D. C., via Chesapeake and Delaware canal wan connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly from the first wharf above Market street.

Market street.
Freight received daily.
WM. P. CLYDE & CO.,
No. 14 North and South Wharves,
J. B. DAVIDSON, Agent at Georgetows.
M. ELDRIDGE & Co., Agents at Alexandria, Va.

OPPOSITION TO MONO-POLY. - DAILY LINE FOR BALTI-MORE, via Chesapeake and Deis-MORE, via Chesapeake and Deskware Canal.

Philadelphia and Baltimore Union Steamboat Company, daily at 2 o'clock P. M.

The Steamers of this line are now plying regularly between this port and Baltimore, leaving the second wharf below Arch street daily at 2 o'clock P. M. (Sundays excepted).

Carying all description of Freight as low as any other line. Carying all description of Freight as low as any other line.
Freight handled with great care, delivered promptly, and forwarded to all points beyond the terminus free of continuation.
Particular attention paid to the transportation of all description of his chandles, Horses, Carriages, etc. etc. for further information, apply to
For further information, apply to
JOHN D. RUOFF, Agent,
5.16; No. 18 N. DELAWARE Avenue.

FOR NEW YORK, VIA DELA ware and Raritan Canal.

Express Steamboat Company Steam Pro-peliers leave Baily from first whart below Market street. Through in twenty-four hours. Goods for-warded to all points, North, East and West, freed

ommission.
Freighta received at the lowest rates.
WM. P. CLYDE & CO., Agents,
No. 14 South Wharves. JAMES HAND, Agent, No. 104 Wall street, New York,

FOR NEW YORK.—SWIFTSURE
Transportation Company Despaced
and Swiftsure Lines, via Delaware
and Baritan Canal, on and after the 15th of March,
leaving daily at 12 M. and 5 P. M., connecting with
all Northern and Eastern lines.
For freight, which will be taken upon accommodating terms, apply to

WILLIAM M. BAIRD & OS.,

No. 122 S. DELAWARE Avenue.

TO SHIP CAPTAINS AND OWNERS.

The undersigned naving issued the KENBINGTON SCREW DOCK, begs to inform his friends
and the patrons of the Dock that he is prepared with
increased facilities to accommodate those having vasels to be raised or repaired, and being a practical
ship-carpenter and caniker, will give personal attention to the vessels entrusted to him for repairs.

Captains or Agents, Ship-Carpenters, and Machinista
having vessels to repair, are solicited to call.

Having the agency for the sale of "Wetterstedt's
Palent Metallic Composition" for Copper paint, for
the preservation of vessels bottoms, for this city. I am
prepared to furnish the same on reasonable terms.

JOHN H. HAMMITT.

Kensington Screw Dock.

TINIDED STATES REVENUE STAMPS,-

Central Depot, No. 193 S. F1#TH Street. one door below Chesnut. Established 1862. Revenue Stamps of every description constantly on

Revenue Stamps of every description constantly on hand in any amount.

Orders by Mail or Express promptly attended to.
United States Notes, Drains on Philadelphia or New York or current image received in payment.

Particular attention paid to small orders.

The declares of the Chimistic can be consulted, and any information reparties the law cheer units given